

so it is. No, they made use of all former experience, and erected buildings the best that the science and art of their own time permitted. They were in no difficulty about mixing the features of different dates, because all the features they used were suggested by the requirements of their own date,—none adopted to imitate the character of another age.

This will, we hope, guard the reader against the effect of a most erroneous expression now much used. We constantly hear of modern designs imitating the spirit of the ancient; and this is generally said of those whose spirit is most directly opposed to it. For the spirit of the thirteenth century designers was to do their best; but that of the nineteenth is to ape the thirteenth century's worst. We say their worst, because modern means necessarily require us to seek out chiefly the simplest (as they are called)—i. e., cheapest—features of each kind for which we can find precedent; so that the whole must needs be, after all, but a very poor imitation, very pinched and starved, with meanness stamped on everything. It cannot but be of that kind referred to by the poet, when he says, the '*apish nation imps after in base imitation*.' Again, the spirit of the early Gothic designers (or those we chiefly profess to imitate) was to decorate only with useful or necessary features, to make nothing merely for ornament, whereas in our imitations there is not a single ornamental feature, from the sham belfry that costs hundreds, down to the sham buttress, or waterspout, that is of any use whatever to the construction or purposes of the building; as, on the other hand, every useful or necessary object is so unsightly that we use every effort to dispense with or smother it away.

If, then, we admit the arts of the above-named section and period of the Church to be right, and the only Christian art, the question still arises, how can our present imitation of them be right also; seeing that the two are diametrically opposed in their leading principles, objects, and spirit? We can only conclude that the truth now aimed at, consists in imitating the letter and outward form or dress of Gothicism (or rather of the Anglo-Romish church-building, for this is only one small branch of Gothicism)."

Miscellaneous.

THE SHOP-BLIND NUISANCE.—A correspondent, "*Vérité*," recalls attention to this great street-nuisance, of which we have taken repeated occasion to complain. If there be, in the police force, any "proper men," as strapping six-foot fellows were wont to be called, they must have had their attention forcibly called to the fact that the awnings and tackle complained of are a nuisance—of a high order, we were on the point of saying; but the point is precisely the reverse: were the police to compel them, one and all, to be hoisted high enough to be clear, not only of what "*Vérité*" calls the "domes of thought" of all and sundry her Majesty's lieges, but of the tiles and chimney-pots with which it is usual to cap these lofty "domes," we should care little about the other improvements in them suggested by our correspondent, who is gallant enough to desire that the tackle should be capable of being handled over entirely to the personal management of the feminine gender—why, we cannot readily imagine; neither can we clearly make out why the police allow such nuisance at all,—within even four or five feet of the pavement, which they sometimes actually are,—as we have ourselves had frequent occasion to know, by actual measurement of the height of our dome-tile at least, if not of our whole architectural framework, on the pavement.

"PATENT" REFORM.—The committee of the Society of Arts have prepared the heads of a Bill to be sent to the Board; they agree with the recommendation to which we have already given publicity. The *Journal of Design* recommends the presentation by the local committees for the '51 Exhibition, and others, of a memorial to the Queen, and petitions to both Houses of Parliament.—Following in the wake of the Adelphi Committee, a Patent-Law Reform Association, for the recognition of inventors' rights by legislative enactment, and the total abolition of the present anomalous

routine of patent-law protection, has been formed at Manchester, Mr. Fairbairn, F.R.S., president. The Association have already memorialised the Board of Trade on the subject, and they propose to petition Parliament, and otherwise to assist in urging "a vigorous and united effort" to shake off the horrid incubus by which invention is rough-riden and oppressed in these united realms of mechanical genius and inventive talent.

THE LIGHT, AIR, AND HEALTH TAX.—A determination is being come to throughout the country to get rid of this abominable tax first thing in the opening session. The Ministry, it is said, are willing—to be forced into the public views by a pretty smart agitation. Surely it is incumbent on architects and builders to unite in the necessary clamour. Let the recollection of the adverse but ever ominous majority of one last session reinforce the movement no less than the hope of all.

IMPROVEMENTS IN ENGINES.—Mr. Newton, of Chancery-lane, has taken out a patent in which he claims a method of regulating the packing-ring interposed between the steam-wheel and head of the cylinder, or outer casing, of rotary engines, by combining with the said packing-ring a series of segmental wedges, operated simultaneously in manner substantially as described.—Mr. J. H. Viret has just patented some improvements in working engines by atmospheric air. The engine which forms the subject of this patent embodies certain new principles said to have been discovered by its inventor, and to be applicable to all motive purposes for which steam is at present employed. Various modifications of it are shown as adapted to stationary, marine, rotary, railway, and common road locomotive engine; but the patentee, nevertheless, lays no claim to any particular mechanical arrangement for carrying his invention into effect.

THE METROPOLITAN FEVER-STILLS.—A correspondent points out the graveyard of St. Andrew's, Holborn, as one of those pits of corruption lately re-opened, and where the dread work goes on as energetically as ever. Some far-seeing philanthropists have been enquiring all sorts of coming pestilence in the portmanteaus of our miscellaneous visitors of this eventful summer. They did not contemplate the possibility, we dare say, of such a revival in the manufacture of the home-made article as this. May the industrious manufacturers run just a narrow escape from being stuffed into their own sweet workshops: we wish them no worse anathema than this, although it must rejoice their own hearts to think how abundant their supply of the raw material will be when the corpse-field is fertilized with the manure they are now laying into it as a stimulant to this year's overdoing harvest.

WINDSOR CASTLE.—Notice from the Lord Chamberlain's office has been issued, to the effect that the works connected with the State apartments being now completed, these apartments are to be open gratuitously to the public from the 1st inst. on Mondays, Tuesdays, Thursdays, and Fridays; tickets obtainable on application to Messrs. Colnaghi, 14, Pall Mall East; Mr. Moon, 26, Threadneedle-street; Messrs. Ackermann, 95, Strand; Mr. Mitchell, 33, Old Bond-street; or Mr. Wright, 60, Pall Mall. The hours of admission are eleven to three from November 1 to March 31, and eleven to four from April 1 to October 31.

STREET BRIDGES.—In your number for the 25th ult. there is a suggestion to erect light bridges over the principal crossings. The same idea occurred to me long ago, but it is one which I think could not be realised to any useful extent. Such a bridge would require to be high enough to admit of all kinds of vehicles passing below it, and some of these when loaded, such as waggons of hales and other light goods, reach too high to induce people to mount a bridge under which such loads could pass. But were there a legislative enactment to prevent piling goods on waggons to the dangerous extent now permitted, and to keep all advertising vans and omnibuses considerably below their present elevated standard, there might be some hope of getting from one street to another by means of such a bridge, without endangering our lives. I cannot help remarking, while on this subject, that there are no such objections to the erection of one

or two temporary bridges at different points of the drive in Hyde-park. At the east end of the Serpentine especially, the crowds of people who even now flock to see the Building, and the number of equipages constantly whirling along, renders the erection of a bridge at this place highly desirable. I have, on several occasions, seen persons all but knocked down by galloping horsemen whose silent tread cannot be readily heard over such soft ground. Here, also, a bridge could be erected to run in a line with the road in the park to the north, and to terminate at the south end by a flight of steps.—P. F. K.

THE IRON TRADE.—Preliminary meetings have been held by the Quarterly Meeting Masters; but, besides mutual assurances, of no great novelty, that the good time was coming, we have little to report at present. Recent disasters among the Scottish masters, and in North Staffordshire, are engrossing no little interest and attention; and the late attempt to break up the scrip system among the former, as remarked by a contemporary, was shown to what a perilous extent such illegitimate aid has been relied on, and that if a sudden abandonment of it be persisted in, it will be accompanied by the most crushing results. Even the greatest sticklers for the nominal price announcements at Quarterly Meeting have become ashamed of the humbug, and declare they "will be no party to the adoption of any general or fixed rate, but leave iron in a legitimate way to find its own value in the market." Great expectations are entertained by some sanguine hoppers, of something like a new era in architecture—the Ferro-crystalline style may we call it?—to arise throughout the world at large, when our industrial visitors to the International Exhibition return to tell all "at home" if the wonders they have witnessed.

THE THREATENED STRIKE ON THE NORTH-WESTERN RAILWAY appears to be in a fair way of being entirely settled by the adhesion of the great body of the men to the cause of the directors. Already, however, have symptoms of the results we pointed out been making their appearance. "Upon the northern division of the line," says the *Times*, "applications for the situation of driver have been received from no fewer than 230 men, and 26 new hands have actually been engaged, and are now employed in the workshops of the company. Upon the southern division applications have been received from 125 men, and 42 have been already engaged. Should the present drivers and firemen consent to remain in the company's employment, there will be no desire to dismiss them; and although so many new hands have already been engaged, ample employment will be found for all, in the shops and elsewhere, as it is calculated that about eighty additional drivers will be required in May next, in consequence of the Great Industrial Exhibition." The men upon the southern division would indeed appear to have no ground of just complaint. A reference to the pay-bill of the past week shows that out of forty passenger-drivers from the Euston terminus, eleven of them have received upwards of 3*l.* per week each in wages; and that upon the Banbury branch—the work upon branches being notoriously easy—two men have received respectively 3*l.* 15*s.* 4*d.* and 3*l.* 10*s.* as wages for the past week (overtime included). It is customary, moreover, to make an annual gratuity of 5*l.* to the drivers, and 3*l.* to the firemen, as good conduct premium. The matter thus happily rests *in statu quo*. The three months' notice upon the northern division has been generally assented to by the men, and the fortnight's notice upon the southern division has not been disturbed.

MAVELS OF THE CORNISH MINES.—Some of the mines are truly grand undertakings. The Consolidated mines, the largest of the Cornish group, employ upwards of 3,000 persons. One of its engines pumps water from a direct depth of 1,600 feet, the weight of the pumping apparatus alone being upwards of 500 tons; the pumping-rod is 1,740 feet long, and it raises about 2,000,000 gallons of water in a week, from a depth equal to five times the height of St. Paul's.

EFFORT.—Thus it is that God wills man to be great—that God wills man to be happy—Effort is the condition, effort the means, effort the vehicle and the hope of all that he is ever to be.—Rev. G. Armstrong.